synergy

ENVIRONMENTAL SOLUTIONS FOR SUSTAINABILITY

FALL 2000

WORLD CLASS EXCELLENCE

Our goal is ALWAYS to reliably execute projects on time and within budget. For FY01, we have expanded this goal to include achieving World Class Excellence. So, how do we attain World Class Excellence? It will be attained through your individual initiatives in leadership:

- Your leadership initiative to involve all stakeholders early in the process.
- Your leadership initiative to facilitate sessions that demand participants think out-of-the box when developing solutions.
- Your leadership initiative that considers operational goals of the activities when planning, executing, and managing projects.

Examples of FY01 initiatives under way that will help us achieve our goal of World Class Excellence include:

- SWDIV's Regional Environmental Acquisition Plan that will reduce acquisition costs, increase procurement flexibility, and enhance our efficiency.
- Involvement in the U.S. Technical Advisory Group to the International Standards Organization that will set the stage for our national and international involvement.

SWDIV leadership will be applied to the concepts of Sustainability in a manner that integrates cleanup decisions with operational readiness with the goal of protecting the environment.

However, the most important element in our vision of World Class Excellence is our staff. Each of you is integral to our success and will be the reason we achieve our vision, not only for this command, but worldwide as well.

Dana Sakamoto
Environmental Business Line Manager

SWDIV INFLUENCES INTERNATIONAL WORLDWIDE STANDARDS

Basil Tomina of SWDIV has been nominated as a representative to the U.S. Technical Advisory Group of the International Standards Organization (ISO) Fall Protection subcommittee. He will serve as Convener of ISO Working Group 3 (Work Positioning Systems), which is one of seven working groups that are drafting new international standards for equipment used in work positioning and for protection against falls. The U.S. has previously been an observer to ISO and only recently has become a participant. Mr. Tomina's nomination positions SWDIV as a key participant in international standards.

A delegation of U.S. engineers and safety experts, which included American Society of Safety Engineers (ASSE) members and SWDIV's Basil Tomina, met in London recently to attend an ISO Technical Committee 94 Subcommittee 4 (ISO TC94/SC4) meeting on personal fall arrest systems. The meeting was held to review comments and proposals on various fall protection equipment standards and to approve moving several draft standards toward the next step in the process.

SWDIV Employee, Basil Tomina takes us International.

The subcommittee has completed and published three standards —on full-body harnesses, lanyards, and self-retracting lifelines. During this meeting, breakout sessions addressed standards with pending comments—including vertical rails and lifelines, connectors, system performance and horizontal lifelines. The United States first issued American National Standards Institute (ANSI) Z359.1 in 1992 and is well established and recognized as a standard on personal fall arrest, the most useful product of the group is the standard on horizontal lifelines since there is no U.S. equivalent.

LOCAL LABOR FORCE PUT TO WORK AT HUNTERS POINT SHIPYARD

IT Corporation (IT) and Navy are putting the local community to work cleaning up Hunters Point Shipyard. As part of the Remedial Action Contract I (RAC I), IT has targeted local subcontractors and the local labor force for the majority of remedial construction work for the latest phase of fieldwork at the San Francisco site.

IT has contracted with a local outreach firm, Business Development, Inc. to help identify local businesses in the Bay View/Hunters Point (BVHP) community. Where possible, bids were solicited only from local businesses. To date, $549,060 or 74% of all subcontracted work under the current phase of the fieldwork has been awarded to local BVHP businesses. Awarded work includes security services, asbestos and lead based paint abatement surveying, surface paving, air monitoring support, and licensed land surveying. Procurements for additional subcontracts are in progress for activities that will include waste soil transport and disposal and lead and asbestos abatement. IT anticipates the majority of the remaining contracts will be awarded to the BVHP community as well.

In addition to awarding subcontracts to local businesses, IT is putting BVHP community members to work as IT employees. With the assistance of two local organizations, the BVHP Advocates and the Young Community Developers (in association with

Continued on page 7

IN THIS ISSUE:

SUCCESS STORIES

MARE ISLAND GOLF COURSE TRANSFERRED

The Finding of Suitability to Transfer (FOST) document authorizing the transfer of Mare Island's 171-acre golf course to the City of Vallejo was signed July 31, 2000, by the commanding officer of Engineering Field Activity WEST, Captain G.J. Buchanan. The golf course is the second land transfer at Mare Island, bringing the total property transferred to date to more than 200 acres.

KEY ENVIRONMENTAL CONCERNS

A primary concern at the golf course was the presence of arsenic in the soil. Further investigation revealed that arsenic levels at the course are comparable to federal and commercial golf courses around the country. The levels of arsenic are associated with the normal application of herbicides to maintain the greens and are not considered a release under Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA).

For more information please call Jerry Dunaway, Mare Island BRAC Environmental Coordinator at (619) 532-0975.

Current view of the golf course at Mare Island.

SOME INTERESTING HISTORY

The Mare Island golf course was originally built in 1892. For at least 30 years the fairways were dry and the "greens" were sand. Golfers during this time were faced with unusual hazards including a reservoir, rattlesnakes, and an obstinate horse that took to standing between golfers and the golf balls (the horse was owned by a base Lieutenant). The golf course rules were finally amended to allow golfers to relocate the golf balls when they were hindered by the horse.

PORT OF STOCKTON TO BE ONE OF STATE'S LARGEST PORTS, THANKS TO NAVY LANDS

This July, the U.S. Navy conveyed 1,400 acres of Rough and Ready Island in Stockton California through transfer and lease to the Port of Stockton. In the property transfer, the Port gains 5 million square feet of warehouses, 1 million square feet of transit sheds, buildings that run along the mile-long dock fronting the Stockton Deep Water Channel, 40 miles of rail track (including a switching yard), and 500 acres of open land. This acquisition will rank the Port with the State's largest ports and as a Class A port. This transfer and reuse of Rough and Ready Island should help the region's agricultural industry, increase the tax base for local governments, and generate new jobs.

Occupied by the Naval Computer and Telecommunication Station, San Diego Detachment Stockton (NCTS Stockton), the property was approved for transfer to the Port though special Congressional legislation enacted in February 1996. The legislation (Public Law 104-160, Section 2871) allowed the Navy to convey property and waterfront assets at Rough and Ready Island so that the Port could expand its maritime operations. The legislation permits the transfer as a public benefit conveyance.

ENVIRONMENTAL REVIEW PROCESS

Before any property on Rough and Ready Island could be conveyed, the Navy was required to identify clean or uncontaminated property. Based on the environmental assessment (EA), the Navy found that the proposed transfer of property at Rough and Ready Island to the Port would not result in significant impact to the environment. On February 3, 1999, the Navy issued a Finding of No Significant Impact that outlined its findings.

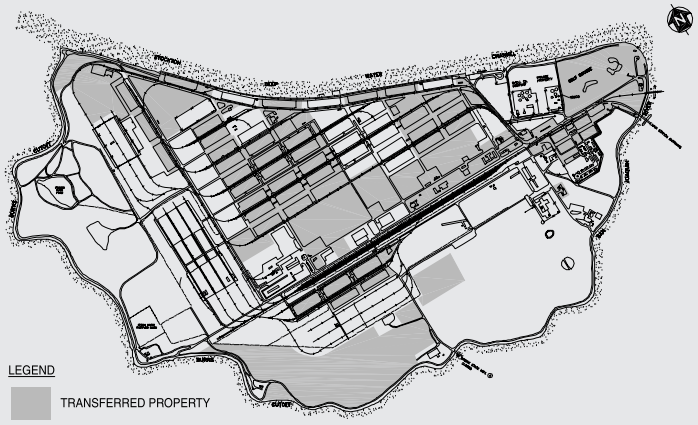
TRANSFER OR LEASE?

Based on the findings of the environmental review process, parcels considered eligible for immediate transfer were incorporated in a Finding of Suitability to Transfer (FOST). Parcels where environmental concerns remained were incorporated into a Finding of Suitability to Lease (FOSL) document. The final FOST and FOSL were first issued in November 1998 and were signed by the Navy on June 9, 1999. The Lease in Furtherance of Conveyance between the Navy and the Port was signed in July 2000.

TRANSFER PROCESS STATUS

Naval operations ended at Rough and Ready Island in July 2000, when the Navy conveyed 158 parcels on Rough and Ready Island through transfer or lease

Continued on page 7



Base map of Rough and Ready Island, Stockton, CA showing parcels transferred to the Port of Stockton.

TECHNOLOGY INNOVATIONS

EFFECTIVE PILOT SCALE REMEDIATION

The June 2000, Navy Southwest Division (SWDIV) Technical Forum featured a presentation by International Technology, Inc. (IT) on Effective Pilot Scale Remediation. Co-presenters Merry Coons, Steve Massey, and Rich Wong researched Comprehensive Long-Term Environmental Action Navy (CLEAN)/Remedial Action Contract (RAC) Integration best practices, received guidance on common technical planning pitfalls from Walter Kitchin of SWDIV Technical Services, and interviewed SWDIV remedial project managers (RPMs) on certain negative perceptions by the regulatory agencies. The presentation was structured as follows:

- What is Pilot Scale Remediation?
- Selecting Pilot Scale Technologies
- Establishing Pilot Scale Remediation Objectives, and Benefits

Merry Coons also provided specific examples from Naval Air Station North Island (NASNI).

Presenters and participants at the technical forum acknowledged that Pilot Scale Remediation strategies have been effectively implemented by several SWDIV RPMs, and some examples were noted. Ask the following RPMs about their successes.

Installation	RPMs
NASNI Installation Restoration Sites 5 and 9	Richard Mach Bill Collins Mark Bonsavage
Naval Air Field El Centro	Mike Riley
Marine Corps Air Station Tustin	DeAnna Dunbar
Marine Corps Air Station Yuma	Mike Gonzales
Former Marine Corps Air Station El Toro	Lynn Hornecker

Moreover, SWDIV technical staff (Michael Pound, Walt Kitchin, Chris Leaden, Nars Ancog, among others) have been instrumental in assuring that contractor technical plans and data quality objectives are effectively designed to achieve cross-disciplinary objectives. These plans and objectives must: establish decision rules for evaluating and optimizing the effectiveness of pilot scale technologies; support incremental design-build transition to full-scale technologies; and identify data and information intended to support development of decision documents and the record of decision (ROD) by CLEAN contractors.

Presenters and participants at the technical forum also discussed the challenge of overcoming negative perceptions that some regulatory agency staff have developed about pilot-scale and treatability studies. Many factors may contribute to negative perceptions. Here are a few suggestions to overcome negative perceptions or keep them from brewing:

- Involve all stakeholders in developing the objectives of the pilot and treatability studies
- Stay focused on the established objectives
- Support current and future readiness
- Keep everyone informed about changes in "real time"
- Be protective of the environment

These steps will facilitate partnering with and avoid some members of the regulatory community who believe that the Navy and contractors use the pilot study as a deliberate attempt to fast-track a "No Action ROD."

An electronic copy of the Microsoft PowerPoint presentation can be obtained from Nars Ancog, SWDIV, (telephone: 619-532-2540, e-mail ancogna@efdsw.navfac.navy.mil).

MONTHLY TECHNICAL FORUMS

Naval Facilities Engineering Command, Southwest Division (SWDIV), holds monthly technical forums for remedial project managers (RPMs), remedial technical managers (RTMs) and local contractors. SWDIV began conducting the monthly technical forums 2 years ago, with each forum covering a preselected topic. The objective of the monthly technical forums is for participants to receive information on the topic chosen from technical experts, contractors, and vendors. Recent forum topics have included: Successful Bioremediation of Bunker-C Fuel Oil, Accelerating Site Cleanups with Pilot Tests, and Environmental Work Instructions. The technical forums have been successful in sharing experiences, common problems, and lessons learned among the project managers. SWDIV environmental personnel are informed of upcoming forums via e-mail at least 2 weeks before the designated date. Future editions of Synergy will include summaries of previous forums.

To suggest ideas on upcoming monthly technical forums or more information, call Nars Ancog with SWDIV at (619) 532-2540

RAP/ROD FOR INSTITUTIONAL CONTROL AT TWO ADJOINING FACILITIES APPROVED

A remedial action plan/record of decision (RAP/ROD) has opened new "document doors" because it covers two adjacent facilities, combines state and federal documents, and recommends a three-tiered system of institutional controls all in one document.

The RAP/ROD focused on the marsh crust and shallow groundwater at Alameda Facility/Alameda Annex and the marsh crust and former subtidal area at Alameda Point (formerly Naval Air Station Alameda), two neighboring facilities in the Bay Area. The RAP/ROD prepares this valuable real estate for transfer and mixed land use. One installation, Alameda Point, is on the U.S. Environmental Protection Agency's National Priorities List. The document indicates that the property is ready for transfer.

The document could not have come to conclusion without the collaboration of the California Department of Toxic Substances Control and U.S. Environmental Protection Agency, along with the California Regional Water Quality Control Board, the City of Alameda, and the Navy. All worked together to stay on schedule set by the Federal Facilities Site Remediation Agreement.

The RAP/ROD calls for a three-tiered approach to "institutional controls" on the land. This three-tiered process requires proper procedures when excavating soil deep enough to reach the marsh crust and former subtidal area. The city enforces the first tier, known as an ordinance. The procedures prevent workers from exposure to contaminants below ground and ensures appropriate disposal of soil. The city and state enforce the second tier, a land use covenant. The covenant prohibits drilling water wells and using the shallow groundwater. The Navy enforces the third tier, known as deed restrictions. The site will be available for residential or industrial use after the three-tiered institutional controls have been implemented.

For more information please contact Lou Ocampo, SWDIV, at (619) 532-0969.

TECHNOLOGY INNOVATIONS

INNOVATIVE REMEDIAL SYSTEM TREATS VOC PLUMES AT MCAS YUMA

The remedy selected to remediate plumes of chlorinated hydrocarbon at Marine Corps Air Station (MCAS) Yuma includes various remedial systems, including innovative vertical circulation treatment (VCT) wells. Since May 1996, OHM Remediation Services Corporation has completed numerous field activities under seven delivery orders at MCAS Yuma, including: passive and active soil-gas surveys, HydroPunch sampling, monitoring well installation, C-Sparge™ well installation, NoVOC's™ well installation, and air sparging/soil vapor extraction (AS/SVE) and VCT well system installation. The selected remedy for the contaminant plume at Area 1 will control off-base migration at the base boundary, reduce the contaminant mass in the source area to decrease the overall remediation time frame, and implement institutional controls to protect human health until maximum contaminant levels are reached throughout the plume. (The largest contamination plume consist of trichloroethene [TCE], 1,1-dichloroethene [1,1-DCE], and tetrachloroethene [PCE])

BACKGROUND

MCAS Yuma is an active air station that occupies about 3,000 acres near Yuma, Arizona. The base is used primarily by the U.S. Marine Corps for aircrew training. Early studies identified chlorinated solvents in groundwater that underlies MCAS Yuma. As a result, MCAS Yuma was included on the National Priorities List on February 21, 1990.

Results of the remedial investigation indicated that four plumes of chlorinated hydrocarbons (designated as Areas 1, 2, 3, and 6) in Operable Unit 1 could present a current or future threat to public health and welfare or to the environment if not addressed by the remedial actions described in the Record of Decision.

REMEDIES SELECTED

An innovative technology that uses VCT wells was implemented to contain the relatively low concentrations of chlorinated hydrocarbons at the leading edge of the plume in Area 1 at the northwest border of the station. In addition, an AS/SVE system was used to reduce concentrations of contaminants in the upgradient portion of a "hot spot" in the plume at Area 1, near Building 230. The selected remedies for the plumes in Areas 2, 3, and 6 are institutional controls, which include restrictions on groundwater use and monitoring to confirm that natural attenuation processes are effective.

A full-scale AS/SVE system was constructed from June through November 1999 and included installation of 41 AS wells and 15 SVE monitoring/extraction wells. Operation of the full-scale AS/SVE system began on November 16, 1999. Analytical results for May 2000 indicate that contaminant concentrations in samples of groundwater decreased from 490 micrograms per liter (mg/L) to 140 mg/L TCE and from 510 mg/L to 40 mg/L DCE near the "hot spot" area. About 53 pounds of contaminant mass have been removed to date, representing all detected volatile organic compounds (VOCs) in the influent vapor.

VCT WELL SYSTEM DECREASES CONTAMINANT CONCENTRATIONS

A 10-month pilot study conducted from June 1998 through April 1999 assessed the effectiveness of the two-well VCT technology for removing low concentrations of dissolved chlorinated hydrocarbons from the saturated zone and estimated the radius of influence to calculate the numbers and approximate locations of additional VCT wells for the full-scale design. After 10 months of operation, concentrations of chlorinated hydrocarbons had significantly decreased in the two operating wells, as well as in downgradient and upgradient wells. Based on these data and preliminary results of modeling, the system was deemed effective in treating groundwater at the Northwest Station and in remediating a significant portion of the low-concentration plume of chlorinated hydrocarbons at the northwest property boundary of MCAS Yuma.

Groundwater Treatment Compound (for VCT well system) at MCAS Yuma.

The full-scale VCT well system was constructed over 5 months, and has operated effectively and continuously at its design flow rate since June 15, 2000. The VCT system consists of eight clustered and multi-level 6-inch diameter wells, which were installed at the downgradient edge of the plume in Area 1.

For more information please call Mike Gonzales (SWDIV) at (619) 532-3178.

DUNAWAY AND COREY TO PRESENT ON AIR INJECTION/VAPOR EXTRACTION

Southwest Division's Jerry Dunaway and IT Corporation's (IT) Christopher Corey will discuss unique methods for remediation of petroleum hydrocarbons at an upcoming conference sponsored by the University of Massachusetts. Air injection and vapor extraction techniques have removed about 45,280 pounds of fuel hydrocarbons at the U.S. Marine Corps' Mountain Warfare Center (MCMWTC) in California's Sierra Nevada Mountains.

MCMWTC, located near mountainous Bridgeport, California, relies on fuel products for heating, transportation, operation of heavy equipment, training operations, and emergency generators. Fuel leaks from storage areas have affected soil and groundwater, raising environmental concerns and awareness at the base. In 1988, the Navy implemented an environmental program to assess potential remedial actions. The substantial concentrations of petroleum hydrocarbons detected in soil and groundwater led to remediation to mitigate the site.

The base's gas station became the Navy's highest priority as a result of groundwater impacts and the potential for groundwater flow to a nearby wetland meadow. The environmental cleanup team selected air injection with vapor extraction to control migration of volatilized fuel constituents. The treatment system has been in continuous operation except for occasional power outages and equipment maintenance since its yearlong construction ended in February 1998.

The site has posed challenges, and even some obstacles. Environmental permitting, cold weather, and aesthetic requirements challenged construction while high altitude, the climate, low organic carbon content in soil, and complex geologic and hydro-geologic conditions have complicated implementation of the technology.

Despite these hurdles, concentrations of dissolved-phase hydrocarbons outside the source area and within the wetlands have decreased. Treatment continues because ongoing groundwater monitoring indicates that significant concentrations of petroleum hydrocarbons remain within the source area. Treatment should end in 2003.

For more information, call Jerry Dunaway (SWDIV) at 619-532-4062, Christopher Corey (IT) at 949-660-5387, or Gordon Alexander (IT) at 949-660-7528.

POLICY INITIATIVES

DOD FACES ENCROACHMENT CHALLENGES

All four military services are sounding alarms that public encroachment on training ranges across the United States will degrade readiness to achieve military missions. According to the Department of Defense (DoD) Monthly Readiness Report for July 2000, military training and test facilities are also under fire from the public because of environmental concerns ranging from noise levels to commercial competition for airspace.

"Encroachment on DoD ranges and training centers presents a serious and growing challenge to force readiness," says the new report. As a result, DoD has launched an analysis of range encroachment issues and will be developing a comprehensive plan to address these issues.

The report describes examples of encroachment on training ranges as discussed during a June 2000 meeting of the Pentagon's Senior Readiness Oversight Council. These examples include:

Navy – Laws that protect marine mammals could impede development of new shallow-water sonar technologies because of the effect of these systems on marine mammals.

Army – Chemicals released from unexploded ordnance at some training ranges may be contaminating soil and groundwater. If so, this contamination may need to be remediated at considerable cost.

Marine Corps – Rapidly expanding urbanization has affected air and ground training at Marine bases in several states, such as the approximately 60,000 acres proposed as "critical habitat" at Camp Pendleton that could reduce the area available for amphibious force training.

Air Force – A variety of issues, such as noise abatement, unexploded ordnance, and environmental regulation, are affecting air-to-ground training. Additionally, demographic shifts and population growth have increased commercial demand for airspace and present an emerging challenge for the Air Force in accommodating the needs of all airspace users safely and efficiently.

The challenges that result from various types of encroachment suggest that DoD needs to develop a comprehensive strategy to ensure that military forces have adequate access to training and testing ranges that are capable of supporting the readiness of the forces in the long term.

At the same time, the military is increasingly turning to instrumentation and simulation as a substitute for certain types of training. Examples include realistic simulated weapon engagements at DoD's major training facilities – Fallon Air Station and Nellis Air Force Base in Nevada and the Army's National Training Center at Fort Irwin, California. As the report states, "By using instrumentation to better replicate the realities of combat, we can minimize potential environmentally destructive aspects of training." But shrinking funds to modernize these facilities remains a challenge.

Meanwhile, with environmental issues often managed and decided at the local, state, or regional levels by federal or state agencies, it frequently falls to military commanders on the scene to maintain readiness. "With this decentralization, local military commanders have had to engage the issues directly – a task for which they may be under-resourced and untrained," the report states.

ENCROACHMENT — WHAT CAN WE DO?

At the August 2000 Naval Air Station (NAS) Oceans conference on encroachment, potential ways to address encroachment issues were discussed.

Buy The Land Around The Installation. To extend military ranges or prevent development within the noise contours of the Air Installation Compatible Use Zone (AICUZ), some installations have purchased available land adjacent to the bases. For example, Marine Corps Base (MCB) Camp Lejeune purchased 41,100 acres at a cost of $41 million to allow for a much-needed expansion of an M1A1 tank training range. Future weapons systems may have longer ranges and be even noisier, thus requiring more room to operate safely. Therefore, a base that is unable to expand may face extinction in future base realignment and closure (BRAC) rounds.

Pursue Legislative Solutions. Some states are focusing efforts on retaining military bases because of the impact on the economy. Legislative solutions are helping these states to aid military installations in solving encroachment issues. The State of Arizona, for example, passed a law mandating compatible development around military airports to strengthen the long-term viability of military bases.

Likewise, the State of California is focusing on base retention through Senate Bill (SB) 1099, which created the California Base Retention and Conversion Council. This council, which is composed of leadership from the executive branch, representatives of the legislative branch, and nonvoting liaisons from each military service, is aimed at keeping DoD and its $30 billion economic activity in California.

Pursue Compatible Zoning/Development. Zoning and development compatible to both DoD and the surrounding communities has been pursued through several methods.

Joint Land Use Study (JLUS) – DoD and communities have teamed up to use jointly funded AICUZ data in a community-planning context through this DoD program.

Community Planning and Liaison (CP&L) program – Another way to pursue compatible zoning is the establishment of a vigorous CP&L program such as at NAS Oceana and NAS Miramar.

Partner with agencies within an ecosystem or watershed – Compatible development may be attained by entering into partnerships with other agencies along "ecosystem" or "watershed" boundaries.

"Practice what you preach" – DoD installations must "practice on-site what they preached off-site" to gain support from local communities and succeed in addressing encroachment. For example, Fort Huachuca has made some progress in its off-site efforts with the local community to maintain its water supply because of its model on-site water conservation program.

Support SROC Efforts. Spurred in part by protests over Navy exercises at the island of Vieques near Puerto Rico, the Senior Readiness and Oversight Council (SROC) has convened a high-level team to address encroachment issues on DoD ranges. It is meeting frequently on a short timeline (because of funding cycles) and seeks to address Range Encroachment issues head-on.

DOD ENCROACHMENT ISSUES SHARED AT CONFERENCE

A conference on encroachment issues faced by Department of Defense (DoD) installations was held at Naval Air Station Oceana August 15-17, 2000. Participants included the Deputy Undersecretary of Defense, DoD installations, and non-DoD, federal and state agencies. SWDIV and Navy Region Southwest gave several presentations outlining the encroachment issues facing DoD in U.S. Environmental Protection Agency (EPA) Region 9. Encroachment is now recognized as a universal issue facing DoD that threatens military readiness. Issues discussed included: potential loss of ranges, long-term viability of military bases, future space requirements and noise impacts of new weapons systems, and compatible zoning. Potential solutions to encroachment were also discussed.

CONTRACTING INITIATIVES

BLAST/CONTRACTOR FORUM ANNOUNCED

The Navy's Southwest Division (SWDIV) Business Line Acquisition Strategy Team (BLAST), Lucreatria Holloway (the contracting officer's technical representative [COTR]) and program managers from Bechtel, Foster Wheeler, International Technology (IT) and Tetra Tech EM Inc. have been working together to:

- Establish a productive forum to candidly discuss Navy program and project needs
- Understand Navy priorities and goals
- Identify and apply lessons learned
- Promote continuous improvement of Navy program implementation

The first BLAST/Contractor forum is scheduled for 12 October 2000. The forum will be held regularly, quarterly to semi-annually, depending on need.

The BLAST/Contractor forum represents the "Tier II" management level communication (Tier I is project level, and Tier III is the executive level). These tiered levels of communication were discussed in the Spring 2000 edition of Synergy as part of the formal partnering program SWDIV initiated.

The BLAST/Contractor forum will include an overview by the Navy for all Contractors (similar to the Executive Steering Committee [ESC] Meeting), followed by individual sessions with each of the Navy's contractors. BLAST will provide performance feedback in the individual sessions and target areas for improvement or attention. The contractors will discuss ideas for program improvements and lessons learned. BLAST members will seek input from their project teams to prepare for the sessions. SWDIV's award fee criteria will guide discussions at the BLAST/Contractor forums, and SWDIV Contracts will participate.

For additional information on the BLAST/Contractor forum please contact Lucreatria Holloway, SWDIV, at (619) 532-0770 or e-mail hollowayll@efdsw.navfac.navy.mil

RECYCLING EQUIPMENT SAVES TIME AND MONEY

NAVFAC Engineering Field Division, Southwest (SWDIV), pioneered the Naval Equipment Management Facility (NEMFac) concept, which has attracted attention and gained wide acceptance as a significant cost-saving initiative. SWDIV has extended the concept to the San Francisco Bay Area.

NEMFac Central West, located in Oakland, started operations in February 2000 and has been coordinating an extensive recall of government-furnished equipment and materials with SWDIV contractors working at Mare Island, Hunters Point Shipyard, Moffett Federal Airfield, and Alameda Point. As a result, SWDIV contractors will be able, via the Internet, to access updated inventory, to requisition equipment in a timely manner while avoiding procurement costs, and to gain possession of the equipment from a nearby location. To date, NEMFac-Central West has accounted for 6,926 individual inventory items including an x-ray fluorescence analyzer (cost: $79,000), air sampling equipment (cost: $70,000), testing meters, pumps, tools, and expendable materials. (The current value of the categorized inventory items is disposable equipment [Expendable Type 1], $6,651; reusable equipment [Non-Expendable Type 2], $144,642; and permanent equipment [Dedicated Equipment], $274,812.) The number and value of inventory items will continue to grow as SWDIV contractors continue to identify and transfer government-furnished equipment and materials to NEMFac Central West.

For more information please call Laird Hodge, SWDIV, at (619) 532-0779.

SWDIV COMMUNITY MANAGEMENT — PLANNED PROCESS FOR CAREER DEVELOPMENT

The integration of personal and organizational goals is dynamic and constantly evolving. The key is to identify both sets of needs through proper Community Management. Community Management is a process focused on the growth and development of SWDIV personnel and management of the workforce. The term includes maintenance and development of core competencies within the broader concept of human resources development.

Community Management strategies provide planned integration of:

- Associate job assignments and career goals
- Mission needs of the organization

SWDIV supports career development as a planned, continuous process, which begins at the time the associate is appointed. A Community Management Plan Career Planning Guide is being developed to support the growth and development of SWDIV personnel. This plan provides career-planning information to help associates move up either the technical or managerial track. Career paths for each business line along with proficiencies, education, and experience are outlined to help associates work towards career advancement.

Workforce community management for SWDIV organization involves assessing the competency levels of associates, forecasting changing competency requirements, maintaining expertise through professional development, advancing personal and professional growth, recruiting new professionals, and developing leaders and subject matter experts to provide for succession management.

Succession management is a process to ensure that adequate capabilities exist to provide necessary leadership and support technical functions, and to ensure a qualified pool of individuals are available to succeed persons lost to attrition. Succession management increases opportunities for high potential associates and contributes to implementing the SWDIV strategic business plan. Technical and managerial career paths are being developed to help associates move up and across the command in support of this goal.

All this must also be balanced with operational readiness. Operational readiness is assessed by the preparedness of the workforce to accomplish the NAVFAC mission, meet client needs, and comply with business trends. Operational readiness monitoring is a continual Community Management process that results in a needs determination and the allocation of resources for professional development.

For more information please contact James Krokee, SWDIV Community Management Program Manager, at 619 532 1229 or krokeejo@efdsw.navfac.navy.mil

Local Labor Force, from page 1

the U.S. Environmental Protection Agency's Superfund Job Training Initiative). IT has conducted 16 interviews and made three job offers, and all three were accepted. Additional interviews are planned. IT intends to use the local crew for soil removal in Parcel B of Hunters Point, and to remove fuel piping in Parcels C and D of Hunters Point, scheduled to begin in the early part of 2001. In addition, one of IT's protégé firms, Innovative Technical Solutions, Inc., has committed to hiring a labor crew made up exclusively of BVHP residents. This crew will be involved in backfilling and compacting excavations after contaminated soil has been removed.

Questions or comments can be directed to Richard Mach of SWDIV, at (619) 552-0913 or IT Project Manager, Jim Robbins at (925) 288-2313 or at jrobbins@theitgroup.com.

Port of Stockton, from page 2

to the Port. Eighty-nine parcels (about 600 acres) were transferred (deeded) to the Port. The remaining 69 parcels (about 800 acres) were leased to the Port. Leased parcels will eventually be transferred to the Port after investigations and cleanup are complete. The Port currently operates the entire portion of the island previously owned by the Navy, excluding 60 acres to be transferred to the Immigration and Naturalization Service. The Port will function as landlord for all new tenants and the remaining Federal tenants.

For more information please call Brad Beeman, Base Environmental Coordinator at (209) 944-0330, Walter H. Kim, Tetra Tech EM Inc. at (916) 853-4505, or Gregory P. Meyer, Tetra Tech EM Inc. at (916) 853-4524.

ANNOUNCEMENTS

NAVY UPDATES FUNDING FOR THIRD-PARTY SETTLEMENTS

The Navy Secretariat and Office of General Counsel (OGC) have been working on an updated policy for handling third-party sites. If the Department of Justice (DoJ) concurs with this proposed policy, routine off-installation third-party site settlements would be funded out of the federal Judgment Fund instead of the Navy appropriation for Environmental Restoration. Cases would be handled out of the OGC Litigation Office in conjunction with DoJ, with only minimal involvement, if any, from the Engineering Field Divisions (EFD)/Engineering Field Activities (EFA). EFD would likely remain involved for the few cases that involve potentially responsible parties on the installation or contamination migrating from an on-installation IR site to private property. This policy is not final, so keep an eye out for updates

For more information please contact Perry H. Sobel, SWDIV, at (619) 532-2312 or at sobelph@efdsw.navfac.navy.mil

A BOOST TO SMALL BUSINESS

Please extend congratulations to Rikki Robidoux of Bechtel National, Inc. for her nomination as Chairperson for Corporate Involvement for the San Diego Minority Suppliers Development Council (SDMSDC). The SDMSDC is composed of corporate sponsors and regulatory agencies that work to stimulate growth and use of small disadvantaged business services. The SDMSDC meets once a month to present opportunities to small disadvantaged businesses and once a year hosts a networking fair. Her tasks as Chairperson will consist of outreach to businesses not currently involved with SDMSDC and encouraging continued involvement among current participants.

IR MANUAL UPDATED

The Navy and Marine Corps Installation Restoration (IR) Manual 2000 Update is now complete and has been posted on the Navy Facilities Engineering Service Center (NFESC) Environmental Restoration and Base Realignment and Closure (BRAC) Web page. You may view it at: http://erb.nfesc.navy.mil/erb_a/restoration/irmanual.htm. The manual incorporates many changes that have occurred in the IR Program since 1997. It compiles requirements, policy, and guidance for both the Navy and Marine Corps and provides a synopsis of laws and regulations, discusses funding eligibility and priority setting, and provides detail implementation procedures related to the IR Program.

HHRA GUIDANCE ON-LINE

The Navy Pre-Draft Human Health Risk Assessment Guidance web site is now on-line. The guidance document is focused on issues Navy remedial project managers (RPMs) must understand and implement to carry out their responsibilities and incorporate risk-based decision-making into the installation restoration (IR) process. The guidance document identifies a three-tiered process for calculating risks to human health and evaluating the effectiveness and potential impacts of various remedial alternatives. The pre-draft guidance documents are available on the website at http://www.uspioneer.com/projects/navy/hhra/ in Adobe Acrobat Portable Document Format (PDF) and Microsoft Word format. To gain access, you must supply user name: navy, password: hhra (case sensitive).

NEED REGULATORY INFORMATION?

A website is available that enables you to find and retrieve any item from past issues of the Weekly Regulatory Summary, or get an overview of upcoming regulations. The weekly regulatory summary contains a synopsis of Federal Register notices and other information for various Navy and Marine corps environmental personnel. The web site is located at http://regscreen.nfesc.navy.mil. Access is limited to .mil domains.

INNOVATIVE FUEL FOR BOILERS...WE'RE NOT KIDDING!

Pork producers concerned with the decrease in use of lard products are seeking a new outlet for their goods. And as a result, research has revealed that lard can be used to replace fuel oil in process steam boilers, with the boilers requiring little or no retrofitting. This innovative use for lard could decrease the amount of pork waste that is generated by pork producers.

For more information please visit:
http://www.sustainableusa.org/news/sanewsview.cfm?NewsID=11998

UPCOMING EVENTS

Remediation Innovative Technology Seminar
October 2000, Various Locations

The Naval Facilities Engineering Command (NAVFAC), the Naval Facilities Engineering Service Center, and Engineering Field Divisions/Activities have developed the Remediation Innovative Technology Seminar (RITS) to facilitate transfer of information on innovative technologies, methodologies, and guidance. The next seminar will be taking place during October 2000 and will focus on the following topics: Rapid Sediment Screening Technologies, Diffusion Samplers, Thermal Remediation Technologies, Regional Topics, and Regional Advances in Remediation Innovative Technologies.

Information on topics, the agenda, scheduled dates, and instructions for registration can be found at http://erb.nfesc.navy.mil/support/rits/main.htm. If you have any questions, please to contact Palmer Anderson of SWDIV (805) 982-1498, or by email at andersonpd@nfesc.navy.mil.

CELSOC Symposium
5 October 2000, San Diego, California

A symposium and exhibit show for architects, engineers, environmental consultants, and contractors presented by the Consulting Engineers and Land Surveyors of California (CELSOC) and Southwest Division of the Naval Facilities Engineering Command will take place Thursday, October 5, 2000. The symposium, titled Southwest Division – 2000 and Beyond, will take place at the San Diego Convention Center. For more information and registration, contact Cindy Allen with CELSOC at (916) 441-7991.

The 16th Annual International Conference on contaminated Soils, Sediments, and Water
16-19 October, 2000, Amherst, Massachusetts

This year's theme, Expediting and Economizing Cleanups will be supported by a strong and diverse technical program among a variety of educational opportunities, including live equipment demonstrations and focused workshops. The conference attracts 700-800 attendees annually, which includes a wide variety of representation. To learn more, visit the web site at http://www.aehs.com/or email dleonard@shoolph.umass.edu. The registration deadline is September 29, 2000.

"Greening" the Government Workshop
6 December, 2000, Seattle, Washington

The Federal Network of Sustainability (FNS) will host a 1-day "Greening" the Government Workshop for federal agencies in the Western United States. FNS provides an open network for all federal agencies to work together toward a sustainable future. The forum will focus on procurement issues associated with the President's recent updates to the federal acquisition regulations, reporting requirements, and U.S. Environmental Protection Agency's compliance initiatives. Presenters will be composed of representatives of the White House and the Office of Management and Budget. Presenters will discuss specific procurement initiatives relating to greening the government through waste prevention, recycling, and federal acquisition (Executive Order 13101) and greening the government through efficient energy management (Executive Order 13123).

For more information please call Alan Hurt, SWDIV, Chair for the FNS at (619) 524-6253.

EDITORIAL INFORMATION

The CFS Group, a department of Tetra Tech EM Inc., edits Synergy in cooperation with SWDIV. The editors invite articles on environmental solutions for sustainability, including technology innovations, lessons learned, success stories, community relations, and conferences and training events.

Please submit inquiries by e-mail or fax to:

Lucreatria Holloway
Naval Facilities Engineering Command,
Southwest Division
1220 Pacific Highway
San Diego, CA 92132
tel: 619-532-0770/2289
email: hollowayll@efdsw.navfac.navy.mil

SWDIV Newsletters are available at:
http://www.efdsw.navfac.navy.mil/pages/Envrnmtl.htm